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ECONOMIC AND SOCIAL COUNCIL

ECONOMIC COMMISSION FOR AFRICA

Meeting of the Governing Council of the
Mombasa-Lagos Trans-African Highway

Bangui, Central African Republic, 26 July 1980

LO/NAIROBI

INAUGURAL MEETING OF THE GOVERNING COUNCIL OF THE LAGOS-MOMBASA TRANS-AFRICAN HIGHWAY AUTHORITY

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ANNEXES

I LIST OF PARTICIPANTS

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Introduction

1. The first meeting of the Governing Council of the Mombasa-Lagos Trans-African Highway Authority was held in Bangui, Central African Republic on 26 July 1980.

2. The meeting of the Governing Council was preceded by a Meeting of Experts from 22 to 23 July 1980, a mini-rally to Bossembele organized by the Government of the Central African Republic, and the meeting of the Advisory Board held on 25 July 1980.

3. The Meeting of Experts reviewed improvements made on the Mombasa-Lagos Trans-African Highway and its feeders, efforts of member countries to facilitate inter-State travel and trade, the programme of work of the Trans-African Highway Authority, the African Highway Code in outline and the constitution of the African Highway Association. The Meeting of Experts prepared a report for consideration by the Governing Council. 1/

4. The meeting of the Advisory Board examined the programme of work of the Trans-African Highway Authority, the organizational structure of the Authority and its budget estimates for 1981-1984 2/ and drafted a report to submit to the Governing Council. 3/

Attendance

5. The meeting was attended by representatives of six member countries and three associate members: Central African Republic, Kenya, Nigeria, Sudan, United Republic of Cameroon and Zaire (members) and Equatorial Guinea, Gabon and Rwanda (associate members).

6. The meeting was also attended by delegates and observers from industrialized countries and international organizations:

(a) industrialized countries: Federal Republic of Germany, France and United States of America;

(b) international organizations: International Bank for Reconstruction and Development (IBRD) and United Nations Development Programme (UNDP), International Road Federation (IRF), World Food Programme (WFP), Arab Bank for Economic Development in Africa (BADEA), The Central African Customs and Economic Union (UDEAC), Organization of African Unity (OAU), The African and Mauritian Common Organization (OCAM).

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Opening of the Meeting

7. The meeting of the Governing Council was opened by Mr. Gomnetenzi, Minister of Public Works of the Central African Republic who, on behalf of His Excellency David Dacko, President of the Central African Republic, welcomed the participants to Bangui and stated that he was indeed proud that Bangui had been chosen as the seat of the Trans-African Highway Authority which, from a geographical point of view, was considered a wise choice.

8. The Minister declared that the establishment of the Authority for one of the most prestigious infrastructure projects in Africa most fittingly coincided with the beginning of the United Nations Transport and Communications Decade in Africa, and that although numerous difficulties would have to be overcome before this Highway could provide all-weather access from the east to the west coast of Africa. This called for co-ordination of effort and harmonization of plans of all segments of the Highway to achieve an over-all all-weather standard as soon as possible. Finally, the Highway would have to be improved to bitumen standard and non-physical barriers would have to be removed and the progress of the Mombasa-Lagos Trans-African Highway should not continue to lag behind the other four trans-African arterials. That, the Minister continued, should be the prime objective of the Authority's programme of work.

9. Continued co-operation was a rule of wisdom, he said, and it was fortunate that the member countries were young and that national selfishness had not yet had the time to become ingrained. One must not however underestimate the need for reflexion and understanding in finding solutions to problems encountered.

10. The Meeting of Experts and that of the Advisory Board that preceded the meeting of the Council had taken stock of the situation up to that time and had submitted their reports. It was therefore incumbent on the Council to critically review their reports and proposals to enable their speedy implementation, the Minister concluded, adding that his Government would do everything possible to facilitate the Council's deliberations and thus deserve the trust that the member Governments had placed in it by deciding to establish the headquarters of the Authority at Bangui.

11. In his reply to the Minister of Public Works of the Central African Republic, Mr. Tchouta Moussa, Engineer General and Chief of the Transport, Communications and Tourism Division of ECA, speaking on behalf of Professor Adebayo Adedeji, Executive Secretary of ECA, extended a warm welcome to all the participants of the first meeting of the Governing Council of the Mombasa-Lagos Trans-African Highway Authority. He expressed the gratitude of ECA and the States members of the Governing Council of the Trans-African Highway Authority to the Government of the Central African Republic for its generosity in accepting to host the meeting, for providing the facilities and for organizing the rally which enabled participants to see not only the improvements made on the segment of the Trans-African Highway in the Central African Republic but also the splendid countryside of the Bossembele region and the hospitality of the people of the Central African Republic. He asked the

Minister of Public Works, Mr. Gounetenzi, to express the gratitude of the participants to His Excellency Mr. David Dacko, President of the Central African Republic, and through him to the great and dynamic people of the Central African Republic for the warm and brotherly hospitality extended to the delegates. The Director also thanked the industrialized countries for their unfailing support of the trans-African highways programme, mentioning in particular those who had financed the numerous studies on the trans-African highway system. The Director reviewed the evolution of the Trans-African Highway Co-ordinating Committee from its inception, brought about through the efforts of the former Executive Secretary of ECA in 1971, in compliance with ECA Conference of Ministers resolution 225 (X). Since then several meetings had been held, including those attended by industrialized countries and international organizations, at which sections of the Trans-African Highway had been selected for specific study, a draft constitution had been drawn up for the Trans-African Highway Authority and finally members of the Governing Council had been designated at the 1978 meeting in Yaoundé, to name just a few of the milestone events.

12. The Mombasa-Lagos Trans-African Highway Authority was a legal entity, he continued, with a legal personality and autonomy to pursue the rapid development of the Trans-African Highway. The Governing Council was called upon to select the Authority's Director General and to sanction the Headquarters Agreement with the host Government and would thus contribute to making the Trans-African Highway Authority truly operational.

13. The two meetings that had preceded the meeting of the Governing Council, namely the Meeting of Experts and that of the Advisory Board had reviewed the documents prepared for them and had prepared reports for consideration by the Governing Council. He was confident that the Governing Council would find ample justification for officially establishing the Authority in its new headquarters at Bangui.

14. As the traffic volume increased on the Trans-African Highway, the Director stated, the number of accidents would rise. To combat that undesirable side-effect to highway development, ECA had prepared an African Highway Code for their review and endorsement, an innovative yet fitting venture at that unique and crucial stage of the development of the Trans-African Highway.

15. The Director finally described OAU and ECA efforts to establish an African Highway Association which should provide the sole African forum for the development of highway engineering, and hoped that the Governing Council would support the idea and endorse its speedy establishment.

Election of officers

16. The following officers were elected to the Bureau:

Mr. Gounetenzi (Central African Republic), Chairman
Mr. N.N. Njuno (Kenya) Vice-Chairman
Mr. Adebowale Olaoye (Nigeria) Rapporteur

Adoption of the agenda

17. The following agenda was adopted:

1. Opening of the meeting
2. Election of officers
3. Adoption of the agenda and organization of work
4. Review of the reports adopted by the Meeting of Experts and the Advisory Board
5. Date of the establishment of the Authority
6. Appointment of the Director General and Deputy Director General
7. Other matters
8. Date and place of the next meeting
9. Adoption of the report

Review of the report of the Meeting of Experts and the Advisory Board

(A) Work Programme and Budget of the Trans-African Highway Authority

18. The Governing Council reviewed the programme of work as prepared by ECA 1/, and as revised and amended in turn by the Meeting of Experts and the Advisory Board.

19. The Council noted with satisfaction that the Experts had proposed the following changes in the organizational structure of the Authority:

(i) To delete the post of "External Auditor" as a permanent post on the approved chart, and have the annual auditing functions carried out by a chartered public accountant, who should be retained only for a maximum of two months per year to carry out the auditing function, thereby realizing substantial savings;

(ii) To combine the divisions of Finance and Personnel into a single division, the "Division of Personnel and Finance";

(iii) To combine the functions of the "Disbursement Officer" and "Internal Auditor" under the new title of "Budget Controller", thus deleting one more post; and

(iv) To elevate the post of "Legal Adviser" from its proposed position of staff member under the office of Chief Engineer to that of Chief of Division, reporting directly to the Deputy Director General.

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20. The Council also noted the Expert's revision of the proposed budget of the Authority for the first four years 1981-1984:

(i) Pursuant to the amendment regarding the tenure of the External Auditor, the budget provision of this line should be reduced from its current estimate of $US 177,695 to $US 2[illegible],000 with a net savings of $US 154,695, and may be disbursed as follows:

1981	$US 4,000
1982	5,000
1983	6,000
1984	8,000
	$US 23,000

(ii) The recruitment schedule of the legal adviser should be advanced to 1981 from 1982 and the budgetary provision adjusted accordingly.

(iii) The base salary of a division head should be lower than that of a director; likewise, the base salary of a professional staff member in a division should be lower than that of a division chief.

21. Details of the revised budget as amended by the Governing Council , together with the breakdown of costs for:

(a) the Director General; - (18,000 per annum)
(b) the Deputy Director General, - (16,000 per annum)
(c) a director, - (14,000 per annum)
(d) a division chief, - (13,000-13,500 per annum), and
(e) a professional staff member - (12,500-13,000 per annum).

are given below.

(a) Director General

		1981	1982	1983	1984
Base salary		18,000	18,500	19,000	19,500
Post adjustment		3,250	3,350	3,450	3,550
Assignment allowance		2,000	2,000	2,000	2,000
Dependency allowance		900	900	900	900
Education grant		4,500	4,500	4,500	4,500
Installation grant		2,700			
Commutation of annual leave		2,100	1,150	1,200	1,250
Travel on recruitment and return with family		5,000			5,000
Unaccompanied shipment of household goods, two-ways		4,500			
Repatriation grant		1,400	1,500	850	800
Transport of car		800			800
Travel		15,000	15,000	15,000	15,000
Pension fund contribution		3,850	4,000	4,125	4,250
Life insurance (subsidy)		100	100	100	100
Medical insurance (subsidy)		260	260	260	260
14 per cent administrative overhead charges		2,010	7,176	7,194	7,995
Total	255,491	73,370	58,436	58,579	65,106

(b) Deputy Director General

	1981	1982	1983	1984
Base salary	16,000	16,450	16,900	17,350
Post adjustment	2,700	2,750	2,800	2,850
Assignment allowance	2,000	2,000	2,000	2,000
Dependency allowance	900	900	900	900
Education grant	4,500	4,500	4,500	4,500
Installation grant	2,700			5,000
Travel on recruitment and return with family	5,000			5,000
Unaccompanied shipment of household goods, two ways	4,500			
Commutation of annual leave	1,750	950	100	1,050
Repatriation grant	1,200	1,250	700	500
Transport of car	800			
Travel	15,000	15,000	15,000	15,000
Pension fund contribution	3,100	3,200	3,300	3,400
Life insurance (subsidy)	40	40	40	40
Medical insurance (subsidy)	310	310	310	310
14 per cent administrative overhead charges	8,319	6,671	6,601	7,497
Total	234,778 67,739	54,021	53,151	59,867

(c) Director

Base salary	14,000	14,400	14,800	15,200
Post adjustment	2,124	2,196	2,268	2,340
Assignment allowance	2,000	2,000	2,000	2,000
Dependency allowance	900	900	900	900
Education grant	4,500	4,500	4,500	4,500
Installation grant	2,700			
Travel on recruitment and return with family	5,000			5,000
Unaccompanied shipment of household goods, two ways	4,500			
Commutation of annual leave	1,370	756	805	850
Repatriation grant	917	980	555	100
Transpot of car	800			
Travel	10,000	10,000	10,000	10,000
Pension fund contribution	2,302	2,399	2,497	2,600
Life insurance (subsidy)	37	37	37	37
Medical insurance (subsidy)	393	393	393	393
14 per cent administrative overhead charges	6,941	5,126	5,857	6,192
Total	199,115 58,484	43,687	44,612	52,332

(d) Division Chief, Controller, Legal Adviser

		1981	1982	1983	1984
Base salary		13,500	13,850	14,200	14,550
Post adjustment		2,124	2,196	2,268	2,340
Assignment allowance		2,000	2,000	2,000	2,000
Dependency allowance		900	900	900	900
Education grant		4,500	4,500	4,500	4,500
Installation grant		2,700			
Travel on recruitment and return with family		5,000			5,000
Unaccompanied shipment of household goods, two ways		4,500			
Commutation of annual leave		1,370	756	805	850
Repatriation grant		917	980	555	300
Transport of car		800			
Travel		10,000	10,000	10,000	10,000
Pension fund contribution		2,302	2,399	2,497	2,600
Life insurance (subsidy)		37	37	37	37
Medical insurance (subsidy)		393	393	393	393
14 per cent administrative overhead charges		6,941	5,126	5,857	6,192
Total	196,795	57,984	43,137	44,012	51,662

(e) Professional staff

Base salary		13,000	13,300	13,600	13,900
Post adjustment		2,124	2,196	2,268	2,340
Assignment allowance		2,000	2,000	2,000	2,000
Dependency allowance		900	900	900	900
Education grant		4,500	4,500	4,500	4,500
Installation grant		2,700			
Travel on recruitment and return with family		5,000			5,000
Unaccompanied shipment of household goods, two ways		4,500			
Commutation of annual leave		1,370	756	805	850
Repatriation grant		917	980	555	300
Transport of car		800			
Travel		10,000	10,000	10,000	10,000
Pension fund contribution		2,302	2,399	2,497	2,500
Life insurance (subsidy)		37	37	37	37
Medical insurance (subsidy)		393	393	393	393
14 per cent administrative overhead charges		6,941	5,126	5,857	6,192
Total	194,545	57,534	42,587	43,412	51,012

Details of the budget of the Trans-African Highway Authority

		Total	1981	1982	1983	1984
1.	Director General	255,490	70,870	58,430	58,579	65,105
2.	Deputy Director General	234,778	67,739	54,021	53,151	59,867
3.	Controller	196,795	57,984	43,137	44,012	51,662
4.	External Auditor	23,000	4,000	5,000	6,000	8,000
5.	Director of Administration	58,484	-	-	-	58,484
6.	Director, Technical Services	199,115	58,484	43,687	44,612	52,332
7.	Chief, Personnel and Finance Division	145,133	-	57,984	43,137	44,012
8.	Chief Engineer	145,133	-	57,984	43,137	44,012
9.	Chief, Operations Division	57,984	-	-	-	57,984
10.	Budget Officer	15,480	3,150	3,630	4,110	4,590
11.	Accountant	15,480	3,150	3,630	4,110	4,590
12.	Budget Controller	10,890	-	3,150	3,630	4,110
13.	Secretary (bilingual)	27,480	6,420	6,720	7,020	7,320
14.	Administrative Assistant	50,420	11,750	12,320	12,890	13,460
15.	Secretary (stenographer)	27,480	6,420	6,720	7,020	7,320
16.	Driver	4,890	950	1,130	1,310	1,490
17.	Driver	4,880	950	1,130	1,310	1,490
18.	Driver	4,880	950	1,130	1,310	1,490
19.	Storekeeper	15,480	3,150	3,630	4,110	4,590
20.	Security Officer	4,880	950	1,130	1,310	1,490
21.	Security Officer	4,880	950	1,130	1,310	1,490
22.	Security Officer	4,880	950	1,130	1,310	1,490
23.	Security Officer	4,880	950	1,130	1,310	1,490
24.	Janitor	4,880	950	1,130	1,310	1,490
25.	Janitor	4,880	950	1,130	1,310	1,490
26.	Design Engineer	57,534	-	-	-	57,534
27.	Transport Economist/Planner	194,545	57,534	42,587	43,412	51,012
28.	Legal Adviser	196,795	57,984	43,137	44,012	51,662
29.	Research Engineer	57,534	-	-	-	57,534
30.	Secretary	11,360	2,300	2,660	3,020	3,380
31.	Construction/Maintenance Engineer	194,545	57,534	42,587	43,412	51,012
32.	Roadside Development Expert	57,534	-	-	-	57,534
33.	Traffic Engineer	57,534	-	-	-	57,534
34.	Consultant	143,533	-	57,534	42,587	43,412
35.	Secretary/Typist	9,100	1,825	2,125	2,425	2,725
	TOTAL	2,502,556	481,344	560,849	526,176	934,187

22. Summary of budget estimates 1981-1984

	Total	1981	1982	1983	1984
(1) Professional services and administrative support	2,502,556	431,344	560,849	526,176	934,187
(2) Travel	200,000	80,000	50,000	80,000	70,000
(3) Meetings	80,000	60,000	20,000	20,000	20,000
(4) Equipment	50,000	30,000	10,000	5,000	5,000
(5) Operation and maintenance	20,000	5,000	5,000	5,000	5,000
(6) Miscellaneous	5,000	2,000	1,000	1,000	1,000
Sub-total	2,977,556	658,344	646,849	637,176	1,035,187
(7) Host Government's contribution in kind: rent of premises, including residences for Director General and Deputy Director General	320,000	75,000	75,000	85,000	85,000
GRAND TOTAL	3,297,556	733,344	721,849	722,176	1,120,187

(B) Observations of the Advisory Board

23. The Governing Council further noted with satisfaction the observation made by the Advisory Board concerning the programme of work and related matters. Observations of the Advisory Board were as follows:

Review of the programme of the Trans-African Highway Authority and its budget by the Advisory Board

24. The Advisory Board of the Trans-African Highway Authority, having examined the document on the programme of work of the Trans-African Highway Authority, its organizational chart and initial budget estimates and having been informed of the minor amendments made by the Meeting of Experts whose meeting preceded that of the Advisory Board, adopted the programme of work, the organizational structure and the budget estimates as amended by the Experts with the following stipulations:

(a) Since the current definition of the role of the Controller is somewhat ambiguous, it should be made clear that the Controller is administratively responsible to the Director General.

(b) The salaries of the Director General and his staff should be maintained as given, with the proviso that should the Authority feel that a revision is warranted, the Governing Council would take up the matter and deal with it as appropriate.

Contributions to the budget of the Trans-African Highway Authority

25. As an integral part of agenda item 4, the Advisory Board gave detailed consideration to the matter of equitable distribution of contributions by member and associate member States to the Authority's budget.

26. After discussing several proposals made by member countries, the Advisory Board reached the following consensus:

(a) The Advisory Board recommended that the Governing Council should determine the distribution of contributions, on equal basis, to be made by member States, taking into account the contribution in kind made by the host Government.

(b) The Advisory Board further recommended that the Council should also determine a fair percentage of the amount paid by member States to be paid in by the associate members on an equal basis.

(c) Since there were seven members and six associate members, and the host Government would be making a contribution of approximately $US 80,000 per year in kind for the next four years, an indication of the approtionment of contributions from member and associate member States to meet the $US 3 million four-year budgetary requirement would be an follows:

(i)	each member State	-	$US100,000/year
(ii)	host country	-	$US 20,000/year
(iii)	each associate member	-	$US 20,000/year

27. The Governing Council, in adopting the above amendments in their entirety, made its own observation with regard to the work programme and budget of the authority, as follows:

28. The Governing Council reiterated the importance of maintaining the following base salaries (and ranges) in the recruitment effort of officials and professionals of the Authority.

(a)	Directors	$US14,000 per annum
(b)	Division Chiefs	$US13,000-13,500 per annum
(c)	Other professionals	$US12,500-13,000 per annum

29. The Governing Council further endorsed the Advisory Board's recommendation to consider seriously the need to review current budgetary provisions and work very closely with Authority and give it all of the assistance it would require during the first few trying years.

(C) Headquarters agreement

30. The Governing Council reviewed the text of the Headquarters Agreement as prepared by ECA and as reviewed in turn by the Experts and the Advisory Board, whose sessions had preceded that of the Governing Council, and noted with satisfaction that the representative of the host Government had stated that his Government had studied the draft Agreement and found it to be generally acceptable and no different from other similar agreements now in force. Although the Agreement, due to recent political developments in the country, was not ready for formal signature, the representative of the host Government had assured participants that every effort would be made to complete formalities in the very near future, and certainly before the Authority commenced operations in 1981.

31. The Governing Council adopted the draft Headquarters Agreement in its entirety.

(D) African Highway Code

32. The Governing Council noted with satisfaction the review made by the Experts and the Advisory Board of the African Highway Code-in-Outline, that had been prepared by ECA, 1/ primarily to reduce the incidence and severity of traffic accidents on the Trans-African Highway system.

33. The Council expressed appreciation to the International Road Federation, whose representative had indicated IRF-Geneva might be interested in sponsoring the preparation of the African Highway Code in final form.

34. The Governing Council adopted the outline African Highway Code as presented.

(E) African Highway Association

35. The Governing Council of the Lagos-Mombasa Trans-African Highway Authority noted the effort to establish an African Highway Association 2/ for the purpose of providing African highway engineers with an African forum for the exchange of opinions and ideas in matters affecting the planning, design, construction and maintenance of roads in Africa, noted further the successive reviews made by the Experts and Advisory Board, of the draft Constitution of the Association and fully endorsed ECA's efforts to promote its speedy establishment.

1/ E/CN.14/TRANS/153
2/ E/CN.14/TRANS/154

36. The Governing Council of the Lagos-Mombasa Trans-African Highway thus adopted the report of the Experts 1/ and that of the Advisory Board 2/ as amended by the Council.

Appointment of the Director General and the Deputy Director General of the Authority

37. The Governing Council, after examining:

(a) The job descriptions that were prepared by the secretariat for the positions of Director General and Deputy Director General,

(b) The curricula vitae of the candidates that had applied to be considered for the two posts; and after a lengthy discussion of the matter, made the following appointments on the basis of simple majority and secret ballots:

- Director General of the Mombasa-Lagos Trans-African Highway Authority: Mr. Peter Musonge, United Republic of Cameroon

- Deputy Director General of the Mombasa-Lagos Trans-African Highway Authority: Mr. Mweze Dunia, Zaire

Date and place of the next meeting

38. The Governing Council decided that the next regular meeting of the Mombasa-Lagos Trans-African Highway Authority should be convened not later than early October 1981 at Bangui, the headquarters of the Authority.

39. The Governing Council requested the ECA secretariat to convene an extraordinary meeting of the Council in Addis Ababa on or around 20 November 1980 in order to:

(a) Appoint the Director of Technical Services, the Controller, the Legal Adviser, the Auditor, the Transport Economist/Planner, the Construction/Maintenance Engineer, and the Administrative Assistant of the Authority.

(b) Adopt the report of the inaugural meeting of the Governing Council held on 26 July 1980 at Bangui.

40. The Governing Council requested ECA to prepare the necessary job descriptions for all the posts and circulate these to member and associate member countries. Associate member countries, the Council felt, must also be considered eligible to submit qualified candidates for the seven posts since they were making financial contribution (20 per cent of a member State) towards the Trans-African Highway Authority's budget.

41. Applications needed to be received, processed and presented to the Council at the forthcoming extraordinary meeting to enable the Council make the appointments during that meeting.

1/ E/CN.14/TRANS/156.
2/ E/CN.14/TRANS/157.

RESOLUTION CA/RTA/C1 (I)

Functioning of the Mombasa-Lagos Trans-African Highway Authority

The Governing Council of the Trans-African Highway Authority, meeting in Bangui, Central African Republic from 22 to 23 July 1980,

Convinced of the major role played by the Mombasa-Lagos Highway in the development of the subregion for both traffic and trade,

Taking into account the need to construct the Mombasa-Lagos Highway and its feeder roads as rapidly as possible,

Further taking into account the contributions which the industrialized countries and the international financing institutions have made to date to implement this project,

Having considered and approved the Authority's programme of work and budget for the first four years, 1981-1984,

1. Expresses its thanks to the Executive Secretariat of ECA for the action it has taken and the efforts it has made until now to facilitate the progress of the Mombasa-Lagos Trans-African Highway and the establishment of the Authority;

2. Decides that the effective starting date of the Authority's operations at its headquarters at Bangui shall be 1 January 1981;

3. Appeals to the industrialized countries, African international organizations and all organizations of the United Nations system to give financial, technical and material assistance to the Mombasa-Lagos Trans-African Highway Authority,

4. Urges the member States and the associate members to pay their contributions on a regular basis so that the Authority may fulfil its mission;

5. Requests the Executive Secretariat of ECA and the General Directorate of the Authority to take the necessary measures to make the Authority known in industrialized countries and international financing institutions to ensure their providing financial and technical assistance and submit a report to the Governing Council of the Authority during its second regular session.

RESOLUTION CA/RTA/02 (I)

African Highway Code

The Governing Council of the Mombasa-Lagos Trans-African Highway Authority, meeting in Bangui, Central African Republic from 22 to 23 July 1980,

Aware that the high incidence of traffic accidents has become one of the major socio-economic problems in the world,

Recognizing the usefulness of an African Highway Code as one of the effective countermeasures to both the incidence and severity of road accidents on the Trans-African Highway,

Appreciating the efforts made by the United Nations Economic Commission for Africa in the preparation of the outline of an African Highway Code,

1. Encourages ECA to continue work towards the completion of the preparation of the African Highway Code in its final form;

2. Appeals to IRF and other world institutions to give their full support in the form of expert and financial assistance to carry out the project successfully;

3. Requests other African subregional highway entities to take appropriate steps towards the adoption of the completed code as the genuine African Highway Code.

RESOLUTION CA/RTA/03 (I)

African Highway Association

The Governing Council of the Mombasa-Lagos Trans-African Highway Authority, meeting in Bangui, Central African Republic from 22 to 26 July 1980,

Recalling the resolution adopted by the first African Highway Conference held in Addis Ababa, on the establishment of the African Highway Association,

Noting that, despite the efforts of ECA, the Organization of African Unity and other bodies, the African Highway Association has not yet been established,

Convinced that the establishment of an African Highway Association would provide the sole African forum for the exchange of ideas on the development of highway engineering on the continent and for the regional standardization of designs and specifications,

1. Appeals to all international and African organizations and all national highway associations to lend their full support to the establishment of the African Highway Association;

2. Requests the Economic Commission for Africa and the Organization of African Unity to continue their efforts to convene a meeting of concerned parties for the speedy establishment of the African Highway Association and ECA to provide facilities and the interim secretariat required for the success of the venture.

VOTE OF THANKS

The delegations assembled in Bangui from 20 to 26 July 1980 for the inaugural meeting of the Governing Council of the Mombasa-Lagos Trans-African Highway Authority, representing member and associate member countries of the Trans-African Highway, industrialized countries and international organizations, in recognition of the warm and brotherly welcome which has been accorded them, would like to express to His Excellency President David Dacko of the Central African Republic and the Government and people of the Central African Republic their profound gratitude for having agreed to hold this historic conference in their great country.

The commendable organization of the meetings and of the excursion to the beautiful countryside and, in general, the entire success of this vital conference have been the direct result of the efforts made by the officials and Government of the Central African Republic. The participants as a whole address their heartfelt and sincere thanks to His Excellency the President and to the Government and the dynamic people of the Central African Republic.

LIST OF PARTICIPANTS/LISTE DES PARTICIPANTS

MEMBER STATES/ETATS MEMBRES

Central African Republic/République centrafricaine

M. Gounetenzi, Ministre des Travaux publics
M. S. Yanou, Directeur de Cabinet
M. Oudfio Gaston, Directeur général, Transports
M. Moussa-Dangoran Pascal, Directeur, Transports
M. Mokiande-Djetel Clément, Directeur général, Travaux publics
M. Sakibede Simon, Directeur général de l'Agence centrafricaine des communications fluviale
M. Defos du Rau, Secrétaire général, Ministère de l'équipement, du transport et du tourisme
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M. Maignan, Conseiller, Mission française

United States of America/Etats-Unis d'Amérique

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Banque internationale pour la reconstruction et le développement

Mr. Edgardo Staffini, Senior Engineer

European Economic Community/Communauté économique européenne

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Organization of African Unity/Organisation de l'unité africaine

Dr. M.A. Rasheed, Director

African and Mauritian Common Organization/
Organisation commune africaine et mauricienne

M. Pierre Nevi, Chef, Service transports

Programme of Work of the Trans-African Highway Authority for 1981

A. Introduction

1. One of the first tasks of the Trans-African Highway Authority is to carry out, on priority basis, a complete inventory of the Mombasa-Lagos Trans-African Highway and its feeder roads to enable the Authority to make a meaningful assessment of current and long-range needs; and a reliable and realistic estimate of costs for studies, implementation and highway maintenance; and establish priorities for improvements.

2. The Authority will use its own staff and such consultants as may be made available to it through national, bilateral and international assistance, or subsidiary bodies established by the Governing Council such as the Research and Development Committee, whose functions include data collection and/or analysis and dissemination, the Authority will establish and maintain accurate information on the Trans-African Highway system, including formation widths, grades, conditions of road and structure, critical geometric features; and any available services on the Trans-African Highway and its feeders such as lodging, accommodation, fueling and vehicle service facilities or potential road side development sites. Inventory is the basic activity required for planning purposes and for identifying priority projects; it is a continually ongoing operation which needs to be updated annually to assure reliable current information.

Project development

3. Co-ordination work of "studies" and "implementation" projects of the Trans-African Highway shall be organized and launched by the Authority during the first fiscal year of its establishment and may best be accomplished through the Project Development Committee, so as to draw on available national knowledge and expert human resources. Previous knowledge of existing conditions of unimproved segments of the Trans-African Highway and its feeders should enable it to identity "study" or "implementation" projects quickly, assess likely funding sources, national and/or otherwise, and through the Governing Council and the Advisory Board, approach financial institutions for assistance.

4. As the state of maintenance of highways in Africa in general, and the Trans-African Highway system in particular appears to be grossly defective and there is an accumulated backlog of postponed maintenance activity, one of the primary concerns of the Authority should be to mobilize resources for maintenance and allocate these to determined deficiencies, whether it is in the institutional, equipment, manpower, or spares areas; or combinations of these and others.

Facilitation and standardization

5. Highway travel and trade throughout Africa continues to be impeded by physical and non-physical obstacles, and the Trans-African area is no exception. However the Trans-African area (Mombasa-Lagos Trans-African and feeder countries) has been:

(a) the subject of a special intensive study of legal and administrative barriers, as summarized in ECA document E/CN.14/TRANS/116; and

(b) reviewed by the Meeting of Experts at Yaoundé in September 1978, whose recommendations and proposals were adopted by the seventh meeting of the Co-ordinating Committee at Yaoundé in November 1978.

6. The Trans-African Highway Authority shall attempt programmed implementation activities of the proposals and recommendations involving all the member States, preferably through the establishment of the "Inter-State Facilitation Commission" and the "Highway Standards Committee". These subsidiary bodies may in turn be assisted by subcommittees at the national level.

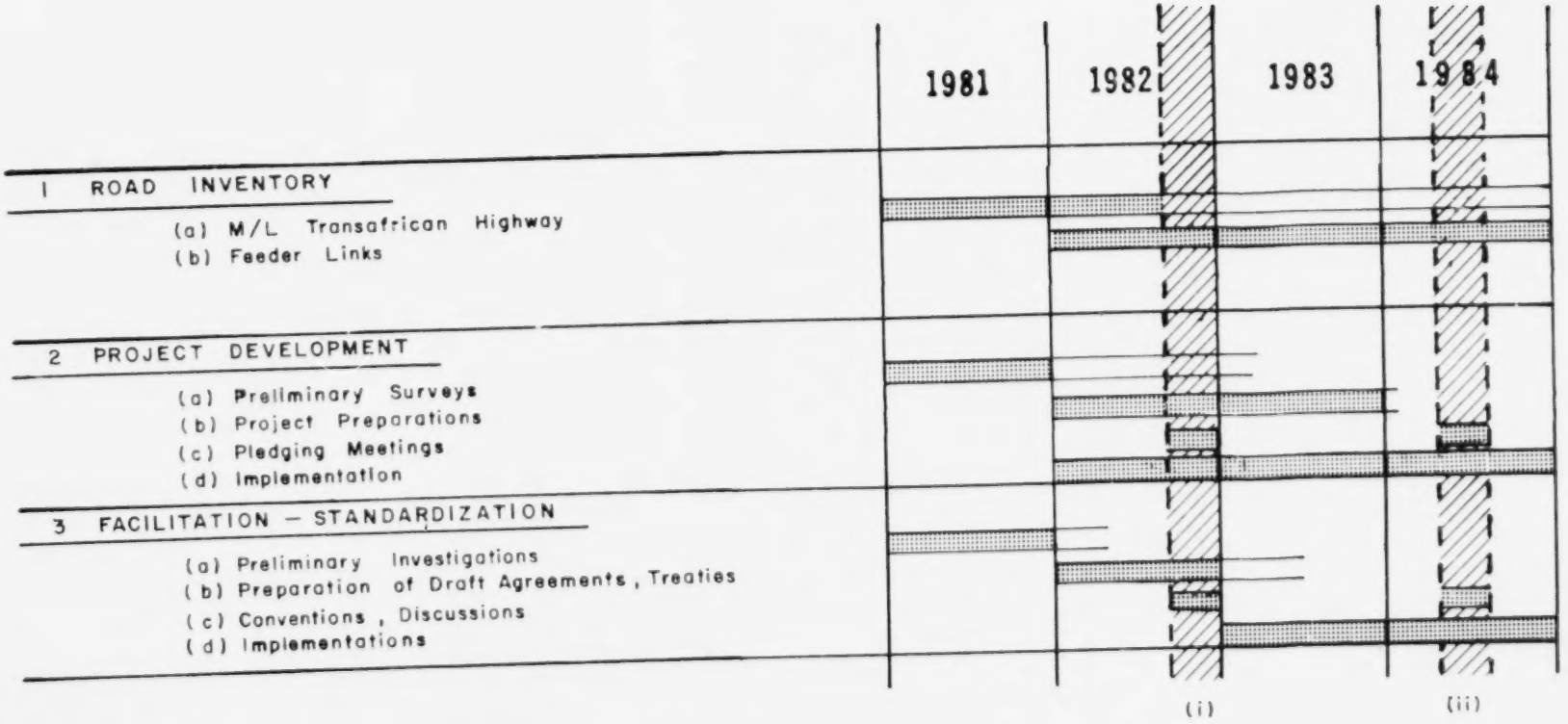
7. The Facilitation Commission's primary objective should be to attempt to provide maximum freedom of transit, with particular attention paid to the provision of free and unrestricted access to the sea to the two land-locked member States (and perhaps to semi-land-locked Sudan as well). Specifically, the Inter-State Facilitation Commission will conduct a census of existing treaty arrangements between member countries regarding customs, immigration, exchange control, etc., in an effort to bring about common acceptance by all member countries of the relevant agreements where this is at present lacking. The Trans-African Highway Authority shall then endeavour to effectuate accession to all international conventions and agreements governing international trade and travel, including, but not limited to, importation of goods, immigration, foreign exchange facilitation, visas, border formalities; and road-side development including rest houses, camp sites, vehicle service and repair facilities and adequate security. The Authority, preferably through its Standardization Committee, will endeavour to bring about agreement by all member States on uniform design standards as regards volume capacity, weight capacity and traffic convenience (design speed, minimum widths, maximum gradients, curvatures, design loadings and uniform traffic signs and markings).

Special note

8. The effectiveness of the action programme proposed will depend, to a great extent, upon the financial and human resources initially mobilized for its operation. It is possible that some of the activities in the annual programme may spill over to 1982. A bar chart has therefore been prepared indicating in general terms the probable programme of action for the full four-year term. Although the chart is a simple bar diagram and self-explanatory, it should be pointed out that shaded areas indicate intensive activity for that particular item of work and are subject to adjustment, depending on a lot of variables.

Milestone conferences are foreseen, as indicated on the bar diagram, (vertical bands) at the end of 1982, and again in mid-1984, the latter to assess the work accomplished in the first phase (four years) of the Trans-African effort, and to chart out action programmes for the next four to five years.

MOMBASA – LAGOS TRANSAFRICAN HIGHWAY AUTHORITY
1981 – 1984 WORK PROGRAMME INDICATIONS



(i), (ii) Milestone Conferences

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B. Programme summary, Fiscal (1981)

9. Highway inventory

(a) Preparatory activity and launching of the inventory and data collection effort; processing, analysis and proper storage of the information obtained.

(b) Establishment of the "Research and Development Committee", and commencement of research work and/or co-ordination of research already initiated on local road building materials, on the use of modern technology such as remote sensing techniques in highway design, and generally on the transfer of technology to Africa in the field of highway engineering and construction.

10. Project development

(a) Detailed engineering study and/or co-ordination of such studies already initiated at the national level, to improve and upgrade substandard or deteriorated sections of the Trans-African Highway.

(b) Feasibility and pre-investment studies of selected sections of the feeder roads to the Mombasa-Lagos Trans-African Highway.

(c) Negotiation, through the Governing Council, with co-operating industrialized countries and financial institutions, to mobilize funds for feasibility study, detailed engineering design and improvement projects.

11. Facilitation

Action-oriented programme for removing administrative and legal barriers to travel and trade on the Trans-African Highway, including

(a) the establishment of an Inter-State Facilitation Commission, and any other national committees that would work to facilitate international travel and trade;

(b) the drafting of agreements, treaties and any other legal instruments that would minimize, if not altogether eliminate non-physical barriers, including but not limited to:

(i) Road Transport Permits Agreement;
(ii) African Driving Licence Agreement;
(iii) Inter-African Vehicle Insurance Agreement (green card);
(iv) Inter-State Transit Systems Agreement;
(v) Convention on Free Movement of Persons and Goods; and
(vi) Border Post Currency Exchange Agreement.

(c) the establishment of a Standardization Committee, monitoring and supervising the preparation of the African Highway Code in its final draft form; promotion of traffic safety, including the erection of uniform traffic signs and markings on the Trans-African Highway and its feeders; promotion of size and weight control measures and the establishment of highway patrols to discourage illegal axle loads and excessive speeds, respectively, on the Trans-African Highway and its feeder roads.

12. General

(a) meetings, conferences, seminars, training courses, and working groups;

(b) through the Research and Development Committee, initiation of research projects on local road building materials, on transfer of technology, including the application of remote sensing techniques to highway engineering; the development of local road construction enterprises;

(c) acquisition of experts, consultants and other professionals, preferably through bilateral technical assistance.

Organization of the Mombasa-Lagos Trans-African Highway Authority

13. The organizational chart (080-637) which had been prepared by ECA for the Trans-African Highway Authority, and reflects the spirit and letter of the Constitution of the Authority, and its current and immediate future workload, was reviewed and amended by the meeting of Experts and the Advisory Board, and was then approved by the Governing Council.

14. The Authority is headed by a Director General and has two main departments under it, the Department of Administration and the Technical Department, each headed by a Director. The Technical Department is in turn subdivided into two Divisions, "Engineering"and "Operations" Divisions, while the Department of Administration is assisted by the Finance and Personnel Division. Each of the three Divisions is headed by a Division Chief.

Functions

15. Activities assigned to the Department of Administration include:

a) Fiscal matters (budgeting, accounts, procurement, disbursement and internal auditing); and

b) Personnel functions, under which general services activities are incorporated.

Activities under the Technical Department are:

a) Engineering (project development, including planning, co-ordinated feasibility and detailed engineering studies, research and development, and project programming), and

b) Operations (construction, maintenance, road-side development). Subsidiary bodies have been provided to deal with project development, standardization, facilitation and research and development.

16. The secretariat is of course responsible to the Governing Council, who will appoint, in addition to the Director General and Deputy Director General, the Controller, whose duties include administration of the finances of the Authority, and an External Auditor, who will be engaged for a maximum of two months per year to audit the accounts of the Authority. The Council will also appoint a legal adviser who will work directly under the Deputy Director General, and will have the rank of a division chief, and all other professionals. The Constitution and therefore the organizational chart, provides for an Advisory Board, who will advise the Governing Council on the activities and work programmes of the Authority, and the financing of its projects.

Staffing

17. The organizational chart is designed to provide for the posts of a director general, a deputy director general, two directors, three division chiefs, a Legal adviser with the rank of a division chief, and several professional, secretarial and general service positions. Not all of the positions are meant to be filled at once, nor is the chart designed to be rigid, and final. Like any other dynamic organization, the Trans-African Highway Authority's organizational structure will be flexible and subject to subsequent adjustment by the Governing Council.

18. The Authority will start off year 1 (1981) with a modest yet adequate staff, commensurate with its work load and action programme. The staffing schedule foresees that some staff members will assume additional responsibilities over and above their nominal positions: The Deputy Director General will fill the post of Director of Administration and that of the Chief of Finance and Personnel Division in 1981. The Director of Technical Services would double up as the Chief Engineer in 1981, and as Chief of Operations in 1981-1983. The Authority will approach the Governing Council to make adjustments as it sees fit, and fill the vacant posts as the needs arise. It is hoped however that many of the professional posts will be filled by consultants under bilateral assistance, in which case counterpart personnel should be recruited from member and associate member States and assigned to work with each expatriate consultant, whenever this is considered feasible.

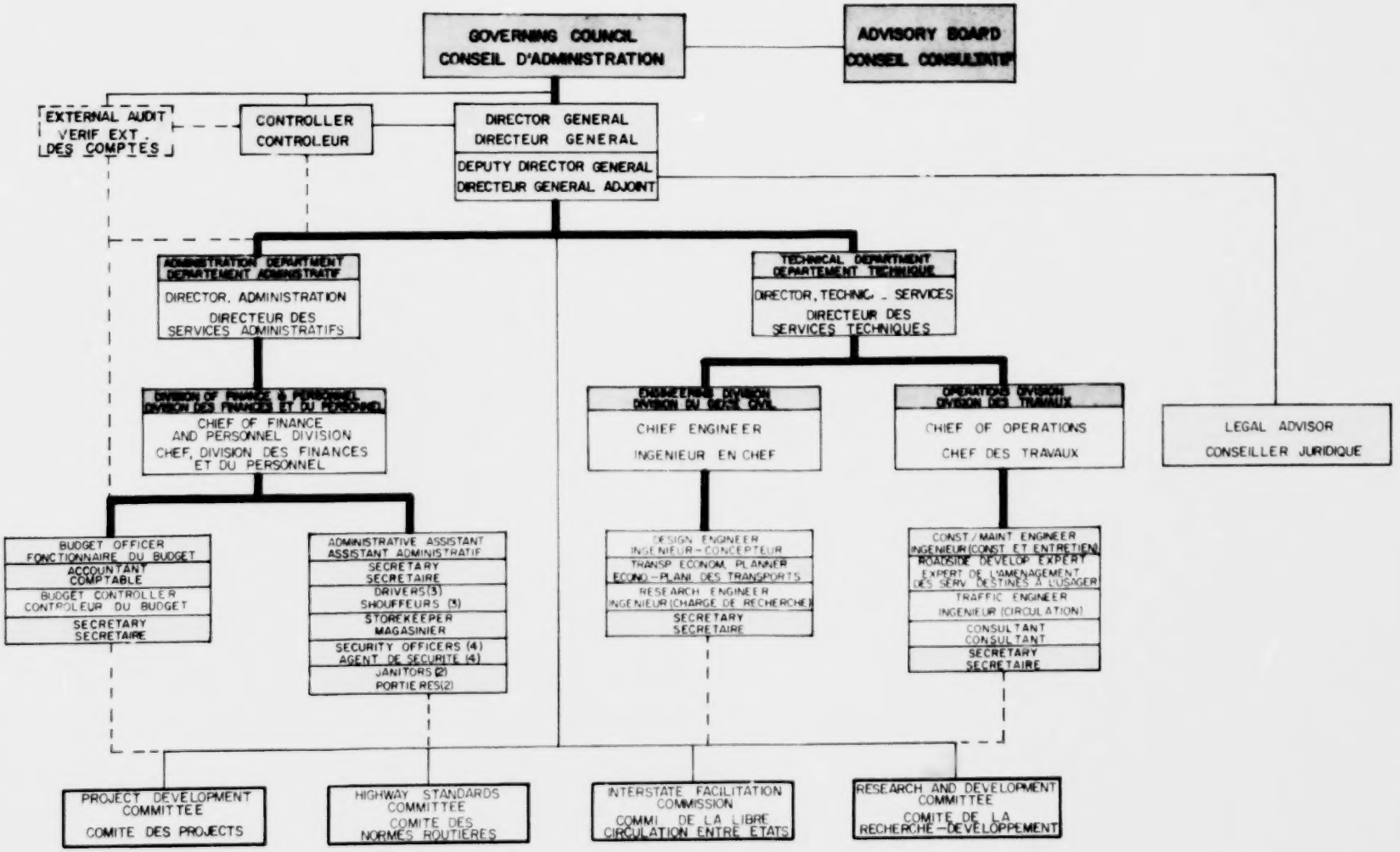
The budget estimate

19. The estimated budget covering the first four years of operation of the Trans-African Highway Authority reflects the organizational pattern and programmed activity of the Authority. Salary and benefit estimates are based on OAU and international scales.

20. It is expected that some consultants and experts would be made available from external technical assistance sources in which case the total estimate shown may be altered.

21. Any budget is only an estimate, an attempt to quantify programmed activity over a given period of time. The estimated budget of the Mombasa-Lagos Trans-African Highway Authority has been critically appraised by the Meeting of Experts, by the Advisory Board, and ultimately approved by Governing Council. Nevertheless the Council felt that any changes and revisions warranted should be brought to the attention of the Governing Council by the Director General or his authorized representative, so that the Council may review and give prompt and appropriate decisions.

MOMBASA-LAGOS TRANSAFRICAN HIGHWAY AUTHORITY
AUTORITE DE LA ROUTE TRANSAFRICAINE MOMBASA-LAGOS



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ECONOMIC AND SOCIAL COUNCIL

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ECONOMIC COMMISSION FOR AFRICA

Third meeting of the Co-ordinating Committee of the Cairo-Gaborone Trans-East African Highway

Addis Ababa, 15-20 December 1980

Agenda item 4

LO/NAIROBI

CURRENT STATUS OF THE TRANS-EAST AFRICAN HIGHWAY

A. Infrastructure progress

1. Due to lack of adequate up-to-date information on highway activities, ECA has not been able to produce the current status and instead has reproduced the 1978 status (annex I) for the benefit of participating member and associate member countries, who may wish to submit any progress made during the last couple of years in their respective countries. Their prompt submission would enable the secretariat to publish a "status" report right away. This exercise should prove particularly significant and challenging to associate member countries of the Trans-East African Highway, who are participating in the Co-ordinating Committee meeting for the very first time, who would now have the opportunity to include their road activities in the Trans-East African Highway system improvement programme.

2. Participants, particularly co-operating industrialized countries and financing institutions, are urged to support, with financial and technical assistance, the improvement of the substandard sections so that the Trans-East African Highway will be upgraded at least to all-weather standard all the way from Cairo to Gaborone within the shortest possible time.

B. Non-physical barriers to travel and trade along the Trans-East African Highway

3. In 1973-1974 the British and French Governments jointly financed a study on the administrative and legal barriers to travel and trade along the Mombasa-Lagos Trans-African Highway. 1/ The study confirmed that inter-State trade in Africa is impeded not only by a lack of good road infrastructure, but also by obstacles of a legal and administrative nature. The study also analysed these non-physical barriers and drew up proposals aimed at eliminating them or reducing their effect on international movement, so as to permit the fullest utilization of the Mombasa-Lagos Highway system.

1/ E/CN.14/TRANS/116.

4. The Mombasa-Lagos Trans-African Highway Authority, which was established by the Governing Council of Ministers of member States in Bangui, on 26 July 1980, and which is scheduled to be operational as of 1 January 1981, is committed to launch an action-oriented implementation programme of removing these administrative and legal barriers in its area of competence.

5. The Economic Commission for Africa is extremely appreciative of the Anglo-Franco efforts and profoundly grateful to the two Governments. Nevertheless this is only a beginning, and ECA feels that co-operating industrialized governments and financing institutions must support similar studies along the Cairo-Gaborone Trans-East African Highway, so that existing regulations affecting the unhindered movement of persons and goods across frontiers may be improved and all constraints removed.

6. A "Facilitation Check List" has been reproduced and attached as annex II, to items that the Trans-East African Highway member countries need to examine and standardize.

A. SUMMARY OF THE 1978 STATUS OF THE CAIRO-GABORONE TRANS-EAST AFRICAN HIGHWAY

(a) Egyptian section

1. Of the 1265 km of the Trans-East African Highway in Egypt, the Cairo-Aswan section (945 km) was bituminous surfaced, while the Aswan-Wadi Halfa section (320 km) was a trail. The engineering design of the Aswan-Wadi Halfa section had been completed and its construction was expected to start soon. The African Development Bank (ADB) and the Arab Fund for Economic and Social Development (AFESD) had been requested to assist in financing the construction of that section and their response was awaited.

(b) Sudanese section

2. Of the 1516 km of the Trans-East African Highway in the Sudan, 414 km were bituminous surfaced while the remaining 1102 km consisted of earth roads and trails. The reconnaissance survey of the Wadi Halfa-Dongola section (400 km) and the engineering design for gravelling the Dongola-Omdurman/Khartoum section (547 km) had been completed. Finance for the construction of the Wadi Halfa-Khartoum section (945 km) still had to be sought.

3. The African Development Bank and the Arab Fund for Economic and Social Development had been requested to assist in financing the final engineering design and the construction of the Wadi Halfa-Dongola-Khartoum section and their response was still awaited.

4. It should be noted that the Governments of Egypt and the Sudan had jointly submitted their application to ADB and AFESD and the amounts requested from the two banks were $US 72 million and $US 100 million respectively for the construction of the Aswan-Khartoum section.

5. The engineering design of the Gedaref-Gallabat/Metema section (155 km) had been completed and finance for its construction still had to be sought. The African Development Bank had already been approached and its response was still awaited.

(c) Ethiopian section

6. Of the 1721 km of the Trans-East African Highway section in Ethiopia, 925 km were bituminous surfaced, 649 km gravel surfaced and 147 km earth roads. The Metema-Azezo (217 km) needed an engineering design with a view to constructing it to an all-weather standard. From Azezo to Debre Marcos (422 km) was gravel surfaced. Asphalting of the Debre Marcos-Dejen section (74 km) was underway. From Dejen to Moyale (1008 km) was bituminous surfaced except for the Awassa-Dilla section (83 km) whose bituminization was expected to start in 1978.

(d) Kenyan section

7. The Kenyan section of the Trans-East African Highway was about 944 km, of which 437 km were bituminous surfaced. The remaining 507 km were gravel surfaced whose upgrading to bitumen standard by 1984 was being seriously considered by the Kenyan Government and bilateral and multilateral financing sources had already been approached.

8. The preliminary estimates of the total improvement cost amounted roughly to K£6.3 million ($US 15 million) for the phase I segment between Moyale and Marsabit (250 km) and K£7.7 million ($US 18.5 million) for the phase II section between Marsabit and Isiolo (257 km), or a total improvement cost of K£ 14 million ($US 33.5 million) for the Moyale-Isiolo section. The two-phase improvements were expected to be completed by 1984 at the latest.

(e) Tanzanian section

9. The Tanzanian section of the Trans-East African Highway was about 1234 km, of which 709 km were bituminous surfaced and the remaining 525 km gravel surfaced.

10. The Namanga-Makuyuni section (174 km) was bituminous surfaced but its pavement needed strengthening.

11. The gravel section between Makuyuni and Iringa (525 km) was in poor condition. That section needed reconstruction to bituminous standard at an estimated cost of about $US 54.09 million.

(f) Zambian section

12. The Zambian section of the Trans-East African Highway was about 1545 km and the entire length was bituminous surfaced.

13. The Zimba-Livingstone section (76 km) was a narrow bituminous surfaced road and needed widening to international standard. The cost to reconstruct it to full width, including a bridge over the railway, was estimated at $US 7.5 million.

14. There was need to construct a bridge over the Zambezi River at Kazungula. Currently the Zambezi was crossed by two ferry boats which usually operated between 6 a.m. and 6 p.m., which was inadequate to accommodate the increasing international traffic. The construction of the bridge (about 700 metres) was estimated to cost $US 6.2 million.

(g) Botswanan section

15. The section of the Trans-East African Highway in Botswana was 923 km, of which 388 km were bituminous surfaced, 299 km gravel and the remaining 236 km earth roads of dry-weather standard.

16. The Kazungula-Nata section (299 km) had recently been constructed to gravel standard. Finance had been partly secured and about $US 6.5 million was still to be sought for its bituminization which was expected to start in 1979 and be completed in February 1981.

17. The Nata-Francistown (188 km) and Mahalapye-Gaborone (200 km) sections had recently been constructed to bituminous standard.

18. The Francistown-Serule section (84 km) was currently under construction to bitumen standard and its completion was expected by June 1979.

19. Construction of the Serule-Mahalapye section (152 km) to bitumen standard had just been started and was expected to be completed in April 1980.

B. SECTIONS REQUIRING ASSISTANCE (1978)

20. The sections of the Cairo-Gaborone Trans-East African Highway for which finance had still to be sought were the following:

(i) Egypt: Aswan-Wadi Halfa (320 km). Construction to bitumen standard ($US 50 million)

(ii) Sudan: Wadi Halfa-Khartoum (947 km). Engineering design and construction to bitumen standard ($US 136 million)

(iii) Sudan: Gedaref-Gallabat (155 km). Construction to bitumen standard ($US 25 million)

(iv) Ethiopia: Metema-Azezo (217 km). Engineering design and construction to gravel standard ($US 23 million)

(v) Kenya: Moyale-Isiolo (507 km). Upgrading to bitumen standard ($US 33.5 million)

(vi) Tanzania: Makuyuni-Iringa (601 km). Engineering design and reconstruction to bitumen standard ($US 54.09 million)

(vii) Zambia: Zimba-Livingstone (76 km). Widening to international road standard ($US 7.5 million)

(viii) Zambia: Construction of Zambezi Bridge at Kazungula ($US 6.2 million)

(ix) Botswana: Completion of the construction of the Nata-Kazungula section ($US 6.5 million)

21. Participants were very much concerned to see that prospective financing institutions, especially ADB and AFESD to which applications had been submitted, were not represented at the meeting, although they, together with the Khartoum-based Arab Bank for Economic Development in Africa, had been invited.

22. The Committee expressed its appreciation to the Executive Secretary of ECA for the steps he had taken to implement the project and requested him to continue his efforts to mobilize financial and technical resources for the completion of the Cairo-Gaborone Highway.

(a) Work programme

23. The proposed five-year (1978-1982) work programme for the Trans-East African Highway, prepared on the basis of information obtained at the meeting, is given in section D.

(b) Feeder links

24. The 1978 status of the feeder links from the neighbouring States to the Cairo-Gaborone Trans-East African Highway is summarized in section E and shown on the map.

(c) Vehicle specifications

25. The second meeting of the Cairo-Gaborone Highway Co-ordinating Committee agreed that the following should be adopted as the maximum specification for the Trans-East African Highway:

Maximum single axle load	8,000 kg
Width of vehicle	2.50 metres
Height of vehicle	4.50 metres
Length of vehicle	20 metres
Length of vehicle and trailer	22 metres

26. The Committee however requested ECA to urge member States to try to design their highways to 10,000 kg single axle load and also, in the meantime, to urge member States to restrict axle load factors to conform to the regulations prevailing in other countries.

C. SUMMARY OF STATUS (1978)

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
1. EGYPT					
Cairo-Beni Suef	119	-	-	119	
Beni Suef-Asyut (Jnct.)	252	-	-	252	
Asyut (Jnct.)-Qena	272	-	-	272	
Qena-Aswan	302	-	-	302	
Aswan-Wadi Halfa	-	-	320	320	ADB and AFESD requested to finance construction.
Total Egypt	945	-	320	1265	
2. SUDAN					
Wadi Halfa-Dongola	-	-	400	400	Finance for engineering and construction of the Wadi Halfa-Khartoum section to be sought; ADB and AFESD approached.
Dongola-Khartoum	-	-	547	547	
Khartoum-Wad Medani	187	-	-	187	
Wad Medani-Gedaref	227	-	-	227	
Gedaref-Gallabat/ Metema	-	-	155	155	Engineering design complete finance for construction be sought and ADB approac
Total Sudan	414	-	1102	1516	

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
3. ETHIOPIA					
Gallabat/Metema–Azezo	–	70	147	217	
Azezo–Dejen	–	496	–	496	Asphalting of Dejen–Debre Marcos section underway.
Dejen–Addis Ababa	233	–	–	233	
Addis Ababa–Mojo	72	–	–	72	
Mojo–Awassa	204	–	–	204	
Awassa–Dilla	–	83	–	83	Finance for its asphalting secured; work expected to commence in 1978.
Dilla–Yabello	208	–	–	208	
Yabello–Moyale	208	–	–	208	
Total Ethiopia	925	649	147	1721	
4. KENYA					
Moyale–Sololo	–	80	–	80	Moyale–Isiolo: upgrading of existing engineered gravel highway to bitumen standard under consideration; negotiation for its finance underway with bilateral and multilateral financing sources; expected to be completed by 1984.
Sololo–Marsabit	–	170	–	170	
Marsabit–Isiolo	–	257	–	257	
Isiolo–Lewa	30	–	–	30	
Lewa–Nanyuki	52	–	–	52	
Nanyuki–Kiganjo	48	–	–	48	
Kiganjo–Sagana	47	–	–	47	
Sagana–Thika	54	–	–	54	
Thika–Nairobi	42	–	–	42	
Nairobi–Athi River	25	–	–	25	
Athi River–Namanga	139	–	–	139	
Total Kenya	437	507	–	944	
5. TANZANIA					
Namanga–Arusha (Jnct.)	99	–	–	99	Namanga–Makuyuni section needs pavement strengthening. The gravel section between Makuyuni and Iringa is in poor condition.
Arusha (Jnct.)–Makuyuni	75	–	–	75	
Makuyuni–Babati	32	60	–	92	
Babati–Dodoma	11	247	–	258	
Dodoma–Iringa	33	218	–	251	
Iringa–Mbeya	350	–	–	350	
Mbeya–Tunduma	109	–	–	109	
Total Tanzania	709	525	–	1234	

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
6. ZAMBIA					
Tunduma–Mpika	375	–	–	375	
Mpika–Kapiri M'Poshi	434	–	–	434	
Kapiri M'Poshi–Lusaka	206	–	–	206	
Lusaka–Zimba	397	–	–	397	
Zimba–Livingstone	76	–	–	76	Needs widening.
Livingstone–Kazungula	59	–	–	59	Bridge over Zambezi at Kazungula required.
Total Zambia	1547	–	–	1547	
7. BOTSWANA					
Kazungula–Nata	–	299	–	299	Bitumenization planned to b carried out 1979–1981; EDF,
Nata–Francistown	188	–	–	188	
Francistown–Serule	–	–	84	84	Under construction to bitumen standard; to be completed by June 1979.
Serule–Mahalapye	–	–	152	152	Under construction to bitumen standard; to be completed by April 1980.
Mahalapye–Gaborone	200	–	–	200	Completed 1976.
Total Botswana	388	299	236	923	
GRAND TOTAL	5365	1980	1805	9150	
Per cent	58	22	20	100	

D. TRANS-EAST AFRICAN HIGHWAY: WORK PROGRAMME 1978–1982

Country and section	Length (km)	Existing surface	1978	1979	1980	1981	1982
1. Egypt							
Cairo-Aswan	945	B	M	M	M	M	M
Aswan-Wadi Halfa	320	E	CB	CB	CB	CB	M
2. Sudan							
Wadi Halfa-Dongola	400	E		FD	CB	CB	CB
Dongola-Khartoum (Omdurman)	547	E		D	CB	CB	CB
Khartoum-Gedaref	414	B	M	M	M	M	M
Gedaref-Gallabat/Metema	155	E		CB	CB	CB	M
3. Ethiopia							
Metema-Azezo	217	E	D	CG	CG	CG	M
Azezo-Debre Marcos	422	G					
Debre Marcos-Dejen	74	G	CB	M	M	M	M
Dejen-Addis Ababa	233	B	M	M	M	M	M
Addis Ababa-Awassa	276	B	M	M	M	M	M
Awassa-Dilla	83	G	CB	CB	M	M	M
Dilla-Moyale	416	B	M	M	M	M	M
4. Kenya							
Moyale-Marsabit	250	G	M	M	CB	CB	CB
Marsabit-Isiolo	257	G	M	M	M	M	CB
Isiolo-Nairobi	273	B	M	M	M	M	M
Nairobi-Namanga	164	B	M	M	M	M	M
5. Tanzania[1/]							
Namanga-Makuyuni	174	B	M	M	M	M	M
Makuyuni-Dodoma	350	G	M	M	CB	CB	CB
Dodoma-Iringa	251	G	M	M	CB	CB	CB
Iringa-Tunduma	459	B	M	M	M	M	M
6. Zambia[1/]							
Tunduma-Lusaka	1015	B	M	M	M	M	M
Lusaka-Zimba	397	B[2/]	M	M	M	M	M
Zimba-Livingstone	76	B[2/]	D	CB[3/]	CB[3/]	M[4/]	M
Livingstone-Kazungula	59	B	M	FD[3/]	MC[3/]	MC[4/]	M
7. Botswana							
Kazungula-Nata	299	G	M	CB	CB	CB	M
Nata-Francistown	188	B	M	M	M	M	M
Francistown-Gerule	84	E	CB	CB	M	M	M
Gerule-Mahalapye	152	E	CB	CB	CB	M	M
Mahalapye-Gaborone	200	B	M	M	M	M	M

Existing surface condition:
E = Earth (dry weather only); G = Gravel (all weather); B = Bitumen
Next phase:
F = Feasibility study; D = Engineering design; CG – Construction to gravel standard; CB = Construction to bitumen standard; M = Maintenance (including upgrading to bitumen-surfaced roads).

1/ Subject to confirmation by Government.
2/ Narrow bituminous road.
3/ Design of Zambezi Bridge at Kazungula.
4/ Construction of Zambezi Bridge.

E. FEEDER LINKS TO THE CAIRO-GABORONE HIGHWAY (1978)
SUMMARY OF STATUS (1978)

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
1. Libya[1/]					
Ajedabya-Galio	325	-	-	325	
Galio-Kufra	-	-	625	625	Construction to commence in 1978 and to be completed in four years.
Kufra-El Uweinat	-	-	350	350	Engineering design complete construction planned.
Total Libya	325	-	975	1300	
Sudan					
El Uweinat-Gelima	-	-	470	470	
Salima-Abri	-	-	130	130	
Total Sudan	-	-	600	600	
Total Libya/Sudan	325	-	1575	1900	
2. Djibouti					
Djibouti-Ali Sabieh	74	-	22	96	
Ali Sabieh-Dewalé (front.)	-	-	9	9	
Total Djibouti	74	-	31	105	
Ethiopia					
Dewalé-Dire Dawa	-	-	217	217	
Dire Dawa-Alemaya (Jnct.)	21	-	-	21	
Alemaya (Jnct.)-Nojo	155	278	-	433	Common section; see 3(i) below.
Total Ethiopia	176	278	217	671	
Total Djibouti/Ethiopia	250	278	248	776	

1/ Feeder link Tripoli-Cairo to be part of Nouakchott-Cairo Highway.

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
3. Somalia					
(i) Somalia/Ethiopia					
Mogadiscio-Beled Wen	334	-	-	334	
Beled Wen-Fer Fer	28	-	-	28	
Fer Fer-Dusamareb	149	-	-	149	
Dusamareb-Galcaio	213	-	-	213	
Galcaio-Garoue	276	-	-	276	
Garoue-Las'anod	147	-	-	147	
Las'anod-Burao	-	-	261	261	Under construction to bitume standard to be completed in 1978.
Burao-Hargheisa	135	-	-	135	
Hargheisa-Nabadeed	-	-	80	80	Under construction.
Nabadeed-Tug Wajale	-	-	20	20	
Total Somalia	1282	-	361	1643	
Ethiopia					
Tug Wajale-Jijiga	-	-	154	154	
Jijiga-Alemaya	34	105	-	139	
Alemaya-Awash	-	278	-	278	
Awash-Mojo	155	-	-	155	
Total Ethiopia	189	383	154	726	
Total Somalia/Ethiopia	1471	383	515	2369	
(ii) Somalia/Kenya					
Mogadiscio-Goluin	117	-	-	117	
Goluin-Gelib	-	-	257	257	
Gelib-Chisimaio	114-	-	-	114	
Chisimaio-Liboi	-	-	210	210	
Total Somalia	231	-	467	698	
Liboi-Kalange	-	165	180	345	Construction to gravel standard planned; to be completed by 1982.
Kalange-Thika	-	165	-	165	Bitumenization underway; to be completed in 1979.
Total Kenya	-	330	180	510	
Total Somalia/Kenya	231	330	647	1208	

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
4. Malawi					
(i) Malawi/Zambia					
Lilongwe-Mchinji	-	115	-	115	) Under construction to bitumen
Mchinji-Zambia border	-	13	-	13	) standard (USAID); to be completed by June 1978.
Total Malawi	-	128	-	128	
Zambia border-Chipata	22	-	-	22	
Chipata-Lusaka	567	-	-	567	
Total Zambia	589	-	-	589	
Total Malawi/Zambia	589	128	-	717	
(ii) Malawi/Tanzania					
Lilongwe-Salima	106	-	-	106	
Salima-Benga	-	20	-	20	Engineering design completed; finance for its construction to bitumen standard to be sought.
Benga-NKhata Bay	110	-	221	331	Construction to bitumen standard underway.
NKhata Bay-Mzuzu	48	-	-	48	
Mzuzu-Kacheche	-	-	75	75	Engineering design completed; ADB to finance construction to bitumen standard.
Kacheche-Karonga	125	-	53	178	Construction to bitumen standard (FR of Germany and EEC) underway and to be completed by May 1979.
Karonga-Chitipa	-	-	102	102	Finance for engineering study and construction of Karonga-Tunduma section to be sought; Canada approached.
Chitipa-Tunduma	-	-	94	94	
Total Malawi	389	20	545	954	

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
5. Mozambique					
(i) Mozambique/Zambia					
Maputo-Inchope	1071	-	-	1071	
Inchope-Beira	134	-	-	134	
Inchope-Nova Vanduzi (Jnct.)	86	-	-	86	
Nova Vanduzi (Jnct.)-Tete	365	-	-	365	
Tete-Bene	148	-	-	148	
Bene-Cassacatiza	129	-	-	129	
Total Mozambique	1933	-	-	1933	
Cassacatiza-Katete	-		43	43	Under construction to bitumen standard;tto be completed early 1978.
Katete-Lusaka	481	-	-	481	Common section.
Total Zambia	481		43	524	
Total Mozambique/Zambia	2414		43	2457	
(ii) Mozambique/Malawi					
Maputo-Tete	1522	-	-	1522	Common section.
Tete-Zobue (Jnct.)	106	-	-	106	
Zobue (Jnct.)-Vila Coutinho	-	141	-	141	Under construction to bitumen standard.
Vila Coutinho-Braganca/ Dedza	25	-	-	25	
Total Mozambique	1653	141	-	1794	
Braganca/Dedza-Lilongwe	97	-	-	97	
Lilongwe-Tunduma	389	20	545	954	For details, see under 4. Malawi (ii) (Malawi/ Tanzania) above; common section.
Total Malawi	486	20	545	1051	
Total Mozambique/Malawi	2139	161	545	2845	
6. Uganda					
Kampala-Masaka	130	-	-	130	Needs resealing.
Masaka-Mutukula	89	-	-	89	
Total Uganda	219	-	-	219	

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
7. Rwanda					
Kigali–Kayanza	64	–	12	76	
Kayanza–Rusumo	–	–	94	94	Construction to bitumen standard planned.
Total Rwanda	64	–	106	170	
8. Burundi					
Bujumbura–Kayanza	97	–	–	97	
Kayanza–Muyinga–Kobero	–	–	138	138	
Total Burundi	97	–	138	235	
Tanzania					
Kobero–Rulenge	–	–	42	42	
Rusumo–Rulenge	–	–	50	50	Bridge at Rusumo completed.
Rulenge–Akibali	–	–	80	80	Akibali–Rusumo construction planned (ADB).
Mutukula–Bukoba–Akibali	–	288	–	288	
Akibali–Nzega	–	308	–	308	Engineering design completed; finance for construction to be sought (EEC and ADB approached).
Nzega–Singida	–	232	–	232	
Singida–Dodoma	–	252	–	252	
Total Tanzania	–	1080	172	1252	
9. Swaziland					
Swaziland/Mozambique/Zambia					
Swaziland					
Mbabane–Namaacha (front.)	–	141	–	141	
Mozambique					
Namaacha–Maputo	77	–	–	77	
Maputo–Cassacatiza	1933	–	–	1933	See 5(i).
Total Mozambique	2010	–	–	2010	
Zambia					
Cassacatiza–Katete	–	–	43	43	See 5(i).
Total Swaziland/ Mozambique/Zambia	2010	141	43	2194	

Country and section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
10. Egypt					
Cairo-Berenice-Ras Hadarba	834	-	323	1157	
11. Sudan					
Port Sudan-Gedaref	378	242	146	766	Under construction.
Port Sudan-Ras Hadarba	-	-	300	300	
Total Sudan	378	242	446	1066	
12. Ethiopia					
Assab-Awash	650	-	-	650	
13. Tanzania					
Dar es Salaam-Chalinze	109	-	-	109	
Chalinze-Arusha	530	-	-	530	
Chalinze-Morogoro	92	-	-	92	
Morogoro-Dodoma	-	340	-	340	
Morogoro-Iringa	297	-	-	297	
Total Tanzania	1028	340	-	1368	
GRAND TOTAL	8472	3083	4652	16207	Excluding common section.
Per cent	52	19	29	100	

FACILITATION CHECK LIST

A. Standardization proposals

Traffic, Vehicle, Highway Regulations

Speed limits

1. Busses - 80 kph
2. Truck trailers 60 kph
3. Urban limit, all vehicles, 60 kph

Definition

4. Heavy vehicle 3500 kg
5. Light vehicle, 9 passenger

Right of ways

6. Approaching vehicle yield to vehicle on roundabout

Size and Weight

7. Maximum load 10,000 kg
8. Maximum over-all width 2'50 m
9. Maximum over-all height, 4 m
10. 2, 3 axle vehicle length, 11 m
11. Articulated vehicle, 14 m
12. Truck trailers, 13 m

Rear signal lights

13. - 2 red lights compulsory

Trailers

14. Light - 250 kg, unladen
15. Light, 1000 kg. loaded
16. Heavy, brakes on at least half number of wheels
17. Reflectorized "T" at the rear
18. Reflectorized "R" at the rear
19. Compulsory safety chains

Road Design Standards

20. Minimum speed - 50 km/hr
21. Right of way 600 m
22. Road is centre of R/W
23. Shoulder width 2.5 m
24. Cross fall 1.5 - 3 per cent
25. AASHO Bridge loadings

Traffic signs

26. TPO/BCEOM - recommended signs
27. Directional signs at important junctions
28. Erection of milestones
29. Mandatory road marking clause in all paving contracts

Foreign exchange

30. Customs offices at border posts

Immigration

31. Easing of visa requirement

Road side Development

32. Establishment of rest houses
33. Guarded camp sites (and services)
34. Transafrican map and travel guide
35. Unrestricted night driving
36. Vehicle roadworthiness control
37. Rain barriers on unpaved sections

B. Agreement proposals

38. Inter-State Road Transport Permit Agreement
39. Inter-African Vehicle Driving Licence Agreement
40. Inter African Vehicle Insurance "Green Card" Agreement
41. Accession to New York Convention (1954) (temporary vehicle important)
42. Accession to Geneva Convention, (1956) (temporary importation of goods)
43. Inter-State Transit Systems Agreement
44. Misc Consultation Agreements
45. Convention on free movement of persons and goods
46. Currency exchange agreement at border posts
47. Gradual abolition of visas
48. Temporary visas at border posts
49. Harmonization of border post opening hours
50. Establishment of common border posts
51. Facilities for handling of commercial goods by customs at border posts
52. Adequate local supply of fast moving spare parts
53. Mandatory application or roadworthiness regulations